

FACT SHEET



Pools Prairie Superfund Site Neosho, Missouri

September 1998

INTRODUCTION

On August 27, 1998, the U.S. Environmental Protection Agency (EPA), the Missouri Department of Natural Resources (MDNR), Boeing North American, Inc., and Teledyne Industries, Inc., completed an agreement to address soil and groundwater contamination at an area of the Pools Prairie Superfund site called the Components Test Area (CTA). The Pools Prairie site is located in Neosho, Missouri.

COMPONENTS TEST AREA

The CTA is part of the Test Site located at Camp Crowder. The CTA is located on the eastern half of the Test Site and was used to test components related to rocket and jet engines during the 1950s and 1960s. The western half of the Test Site, known as the Engine Test Area (ETA), was used to test fire the engines.

In August 1996, EPA conducted sampling at the Test Site. Soil in both the ETA and CTA hazardous waste pits and soil and groundwater around the pits were sampled. Elevated levels of trichloroethylene (TCE) and other volatile organic compounds were found in the groundwater and soil at the CTA. Cleanup of the ETA is being led by the National Guard Bureau.

The Test Site is believed to be a source of trichloroethylene contamination in the groundwater in the Northeast Area of the Pools Prairie site. The Northeast Area includes areas located along Highway HH and TT, south of Alternate 71 Highway, and extends along rural roads north and south of Alternate 71 to the intersection of Highways 71 and 60.

REQUIREMENTS OF THE AGREEMENT

The agreement requires Boeing North American, Inc., and Teledyne Industries, Inc., to do the following:

1. Reduce storm water infiltration at the CTA hazardous waste pit, the main

lagoon, and nearby areas. This action will reduce the spread of contamination from the soil into the groundwater.

2. Install a system to contain and treat contaminated groundwater. This action will minimize the spread of contaminated groundwater.

3. Conduct an engineering evaluation/cost analysis to identify and evaluate longer-term alternatives to address contaminated soil at the CTA.

Boeing and Teledyne will submit a workplan to EPA and MDNR, for their approval, that describes in detail how the work will be done. Preliminary fieldwork is scheduled to begin this month.

ADDITIONAL INFORMATION

If you have questions or need additional information about this site, please contact:

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